

BookletChart™

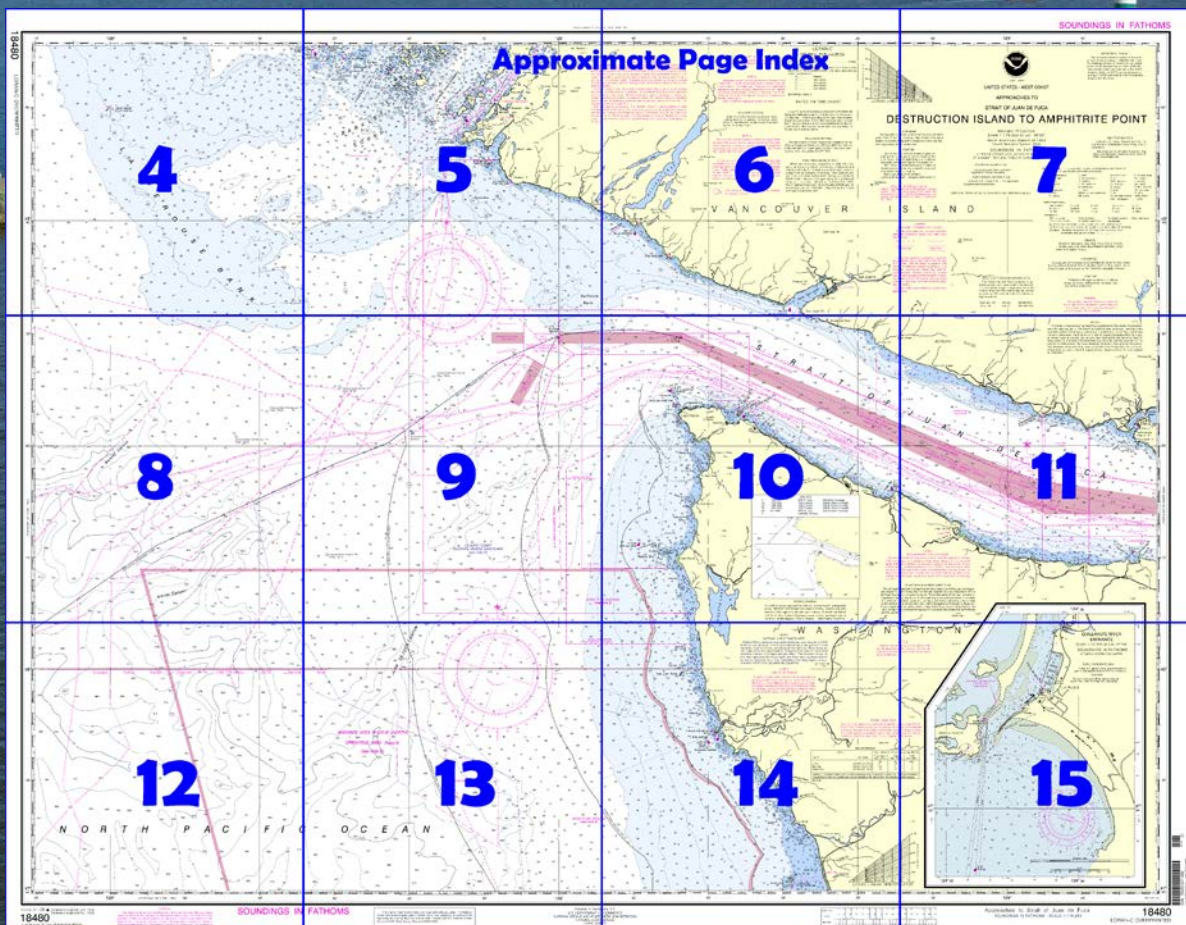
Destruction Island to Amphitrite Point **NOAA Chart 18480**



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18480>.



(Selected Excerpts from Coast Pilot)

For 5.5 miles from Destruction Island to Hoh Head, the coast trends in a general NW direction. Many rocks and ledges extend 1.2 miles offshore in some places.

Abbey Islet is 3.5 miles NE of Destruction Island. It is 200 yards off the cliffs. Many rocks are close S of it, the most distant of which is **South Rock** 1 mile S and 0.5 mile offshore. At the mouth of **Hoh River**, 2 miles SE of Hoh Head, is a broad sand beach.

Hoh Head projects a little over 0.5 mile

from the general trend of the coast. A large cluster of rocks is off the S

cliff of the head and covered rocks extend to about 1.6 miles offshore between the head and North Rock. A rock covered 2¼ fathoms lies 1.8 miles WNW of Hoh Head.

Middle Rock, **North Rock**, and **Perkins Reef** are other dangers within 1.5 miles off Hoh Head. Middle Rock, 65 feet high and black with vertical sides, is 0.8 mile off the mouth of Hoh River. Perkins Reef is a long, bold, and jagged islet, 1.1 miles W of Hoh Head. This area has numerous other rocks, covered and bare.

Alexander Island, 121 feet high, is 2 miles NNW of Hoh Head and 1 mile offshore. A covered rock, 1.8 miles WNW of Alexander Island, is the outermost known danger in this vicinity.

Toleak Point, 4.7 miles NW of Hoh Head, is a narrow point terminating in a small knob with an abrupt seaward face. A high wooded islet lies 400 yards W of the point, to which it is connected by an extensive bare reef. **Rounded Islet** is 0.3 mile seaward of Toleak Point. A low black rock is 0.7 mile S of the islet.

A **Cooperative Vessel Traffic Service (CVTS)** has been established in the Strait of Juan de Fuca region, based on an agreement between the United States and Canada. Operated by the U.S. Coast Guard and the Canadian Coast Guard, the system is intended to enhance safe and expeditious vessel movement, and to minimize risk of pollution to the marine environment; the system is **mandatory**. The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction. The CVTS Exchange lines delineating the sector boundaries and frequency change lines between Vessel Traffic Center management authorities are published below and in the VTS User's Manual. Useful information for operating in the CVTS area is available via <http://www.uscg.mil/d13/cvts>.

Caution.—Since logging is one of the main industries of the region, free-floating logs and submerged deadheads or sinkers are a constant source of danger in the Strait of Juan de Fuca and Puget Sound. The danger is increased during freshets, after storms, and unusually high tides. **Deadheads** or **sinkers** are logs which have become adrift from rafts or booms, have become waterlogged, and float in a vertical position with one end just awash, rising and falling with the tide.

Currents, Cape Flattery to Race Rocks.—The currents may attain velocities of 2 to 4 knots, varying with the range of tide, and are influenced by strong winds. E of Race Rocks, in the wider portion of the strait, the velocity is considerably less. At Race Rocks and Discovery Island the velocity may be 6 knots or more.

The **flood current** entering the Strait of Juan de Fuca sets with considerable velocity over Duncan and Duntze Rocks, but, instead of running in the direction of the channel, it has a continued set toward the Vancouver Island shore, is experienced as far as Race Rocks. The flood current velocity is greater on the N shore of the strait than on the S. The **ebb current** is felt most along the S shore of the strait, and between New Dungeness Light and Crescent Bay there is a decided set S and W, especially during large tides. With the wind and swell against the current, a short choppy sea is raised near the entrance to the strait.

Pilotage, Strait of Juan de Fuca and Puget Sound.—Pilotage is compulsory for all foreign vessels and U.S. vessels engaged in foreign trade. Pilotage is optional for U.S. vessels engaged in the coastwise trade with a federally licensed pilot on board.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander
13th CG District
Seattle, WA

(206) 220-7001

Table of Selected Chart Notes

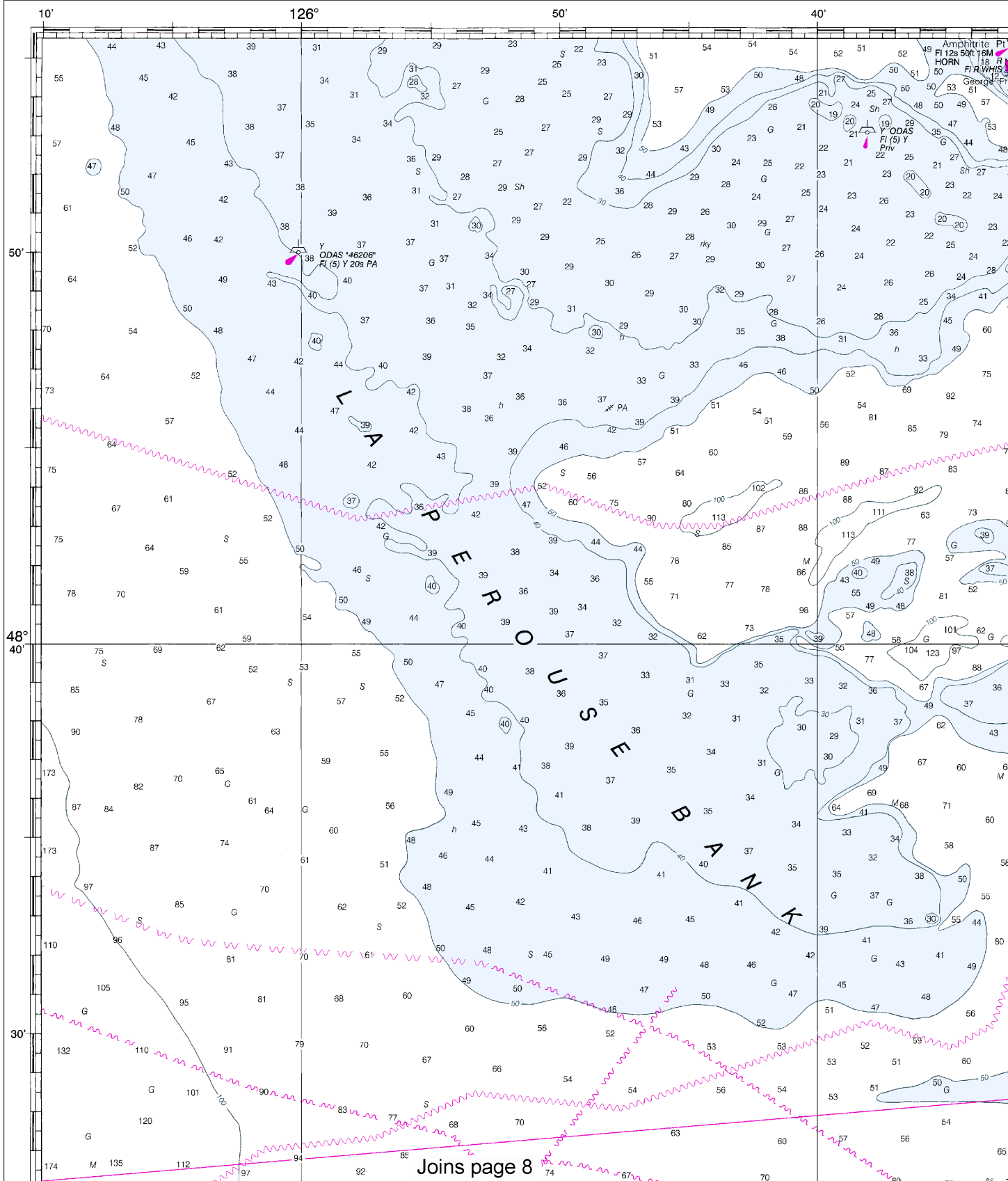
PLANE COORDINATE GRID
Corps of Engineers local plane coordinate grid is indicated by ticks at 2000 foot intervals.

HEIGHTS
Heights in feet above Mean High Water in U. S. Territory.
Heights expressed in feet above Higher High Water, Larger Tides, in Canadian Territory.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, U. S. Coast Guard, and surveys by the Canadian Hydrographic Service.

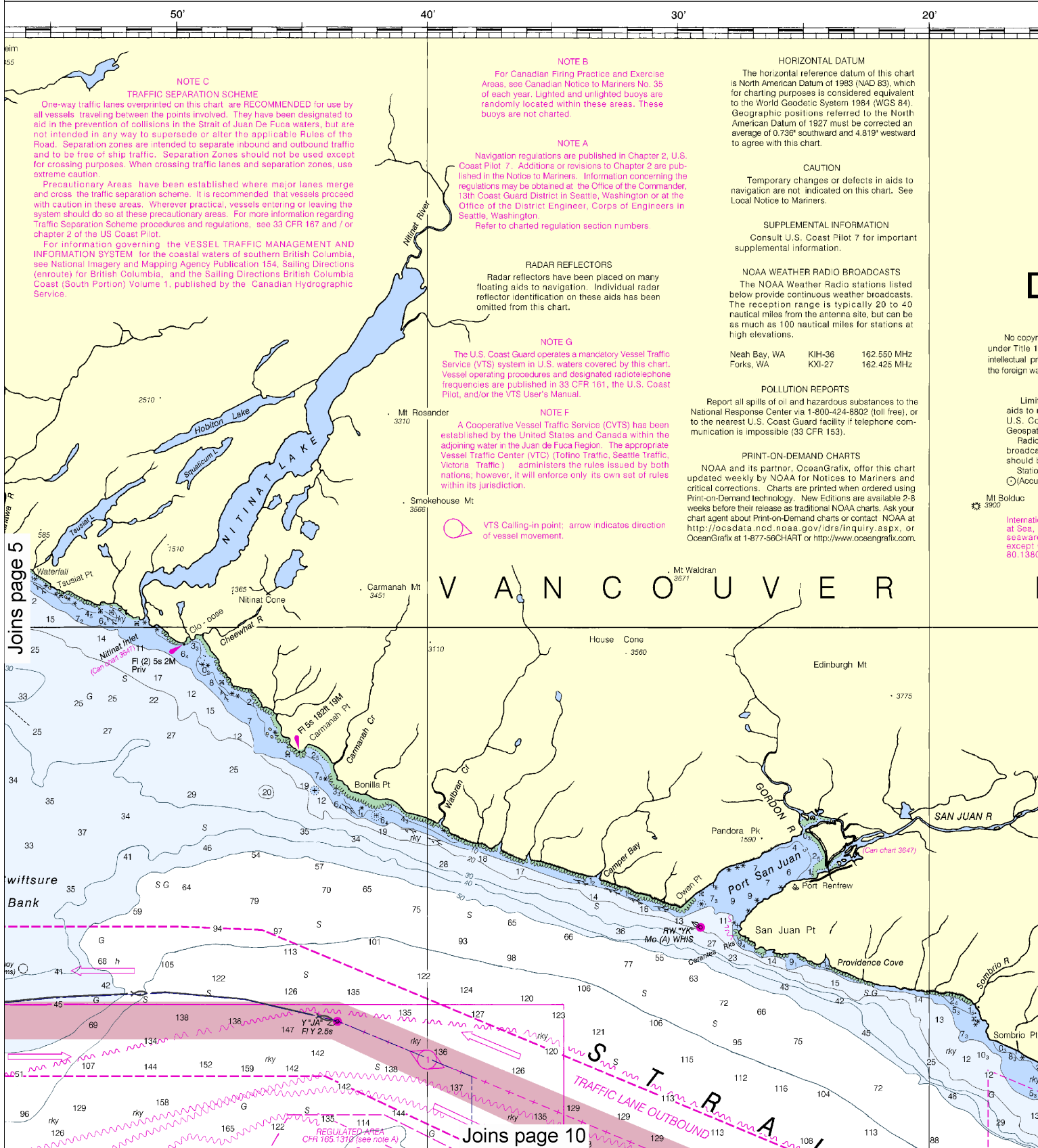
NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Emp



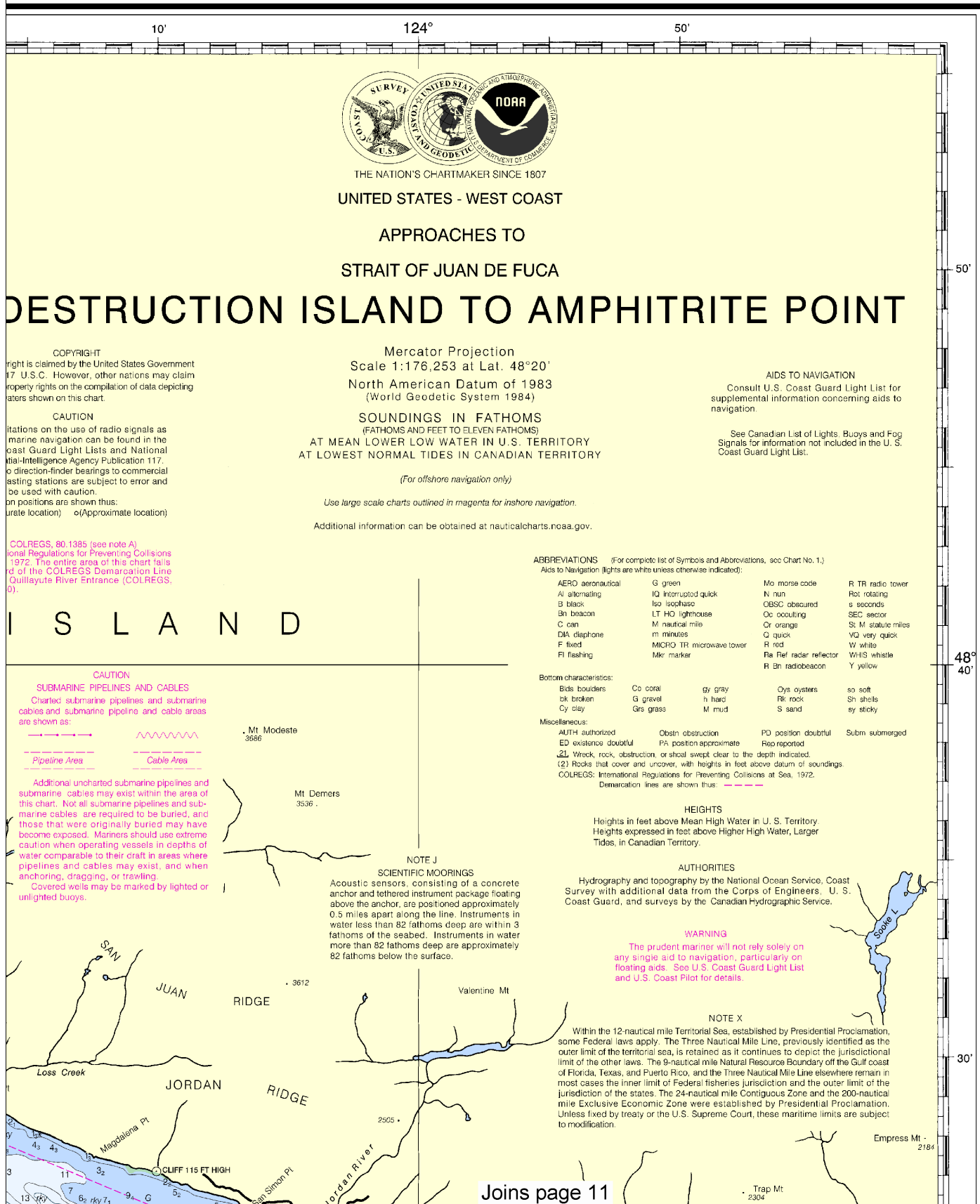
Joins page 8

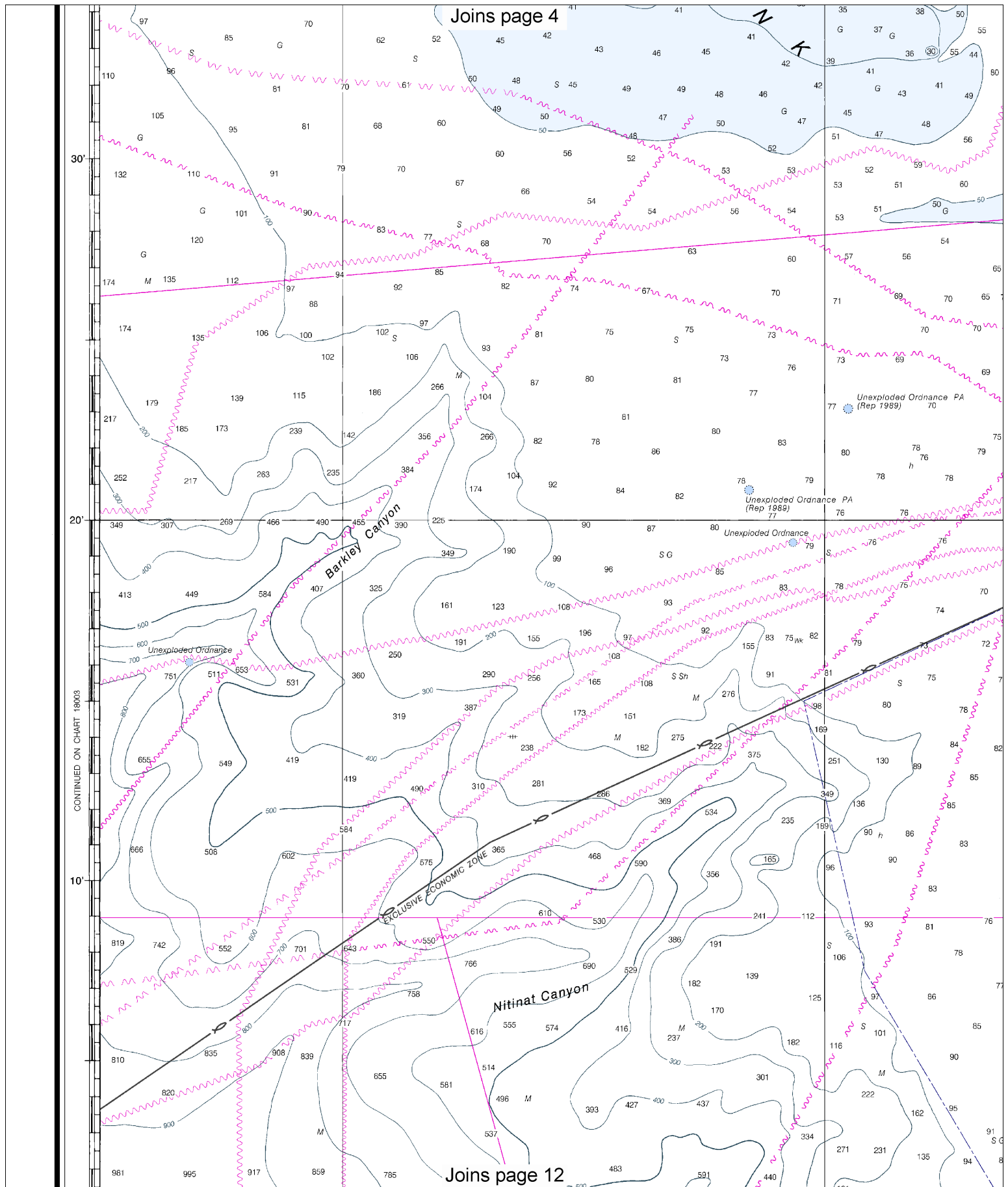
This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:251790. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



SOUNDINGS IN FATHOMS

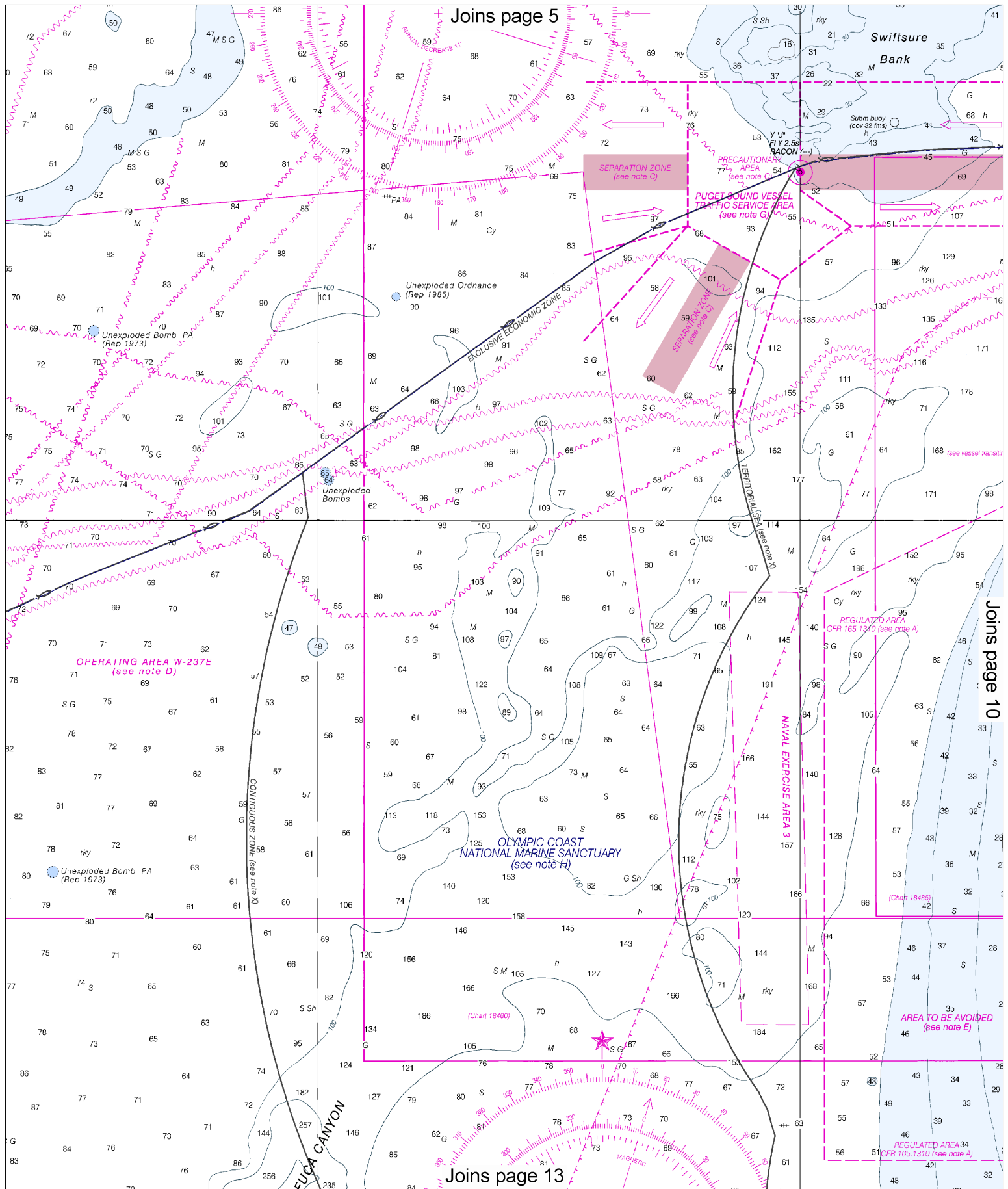
(FATHOMS AND FEET TO 11 FATHOMS)

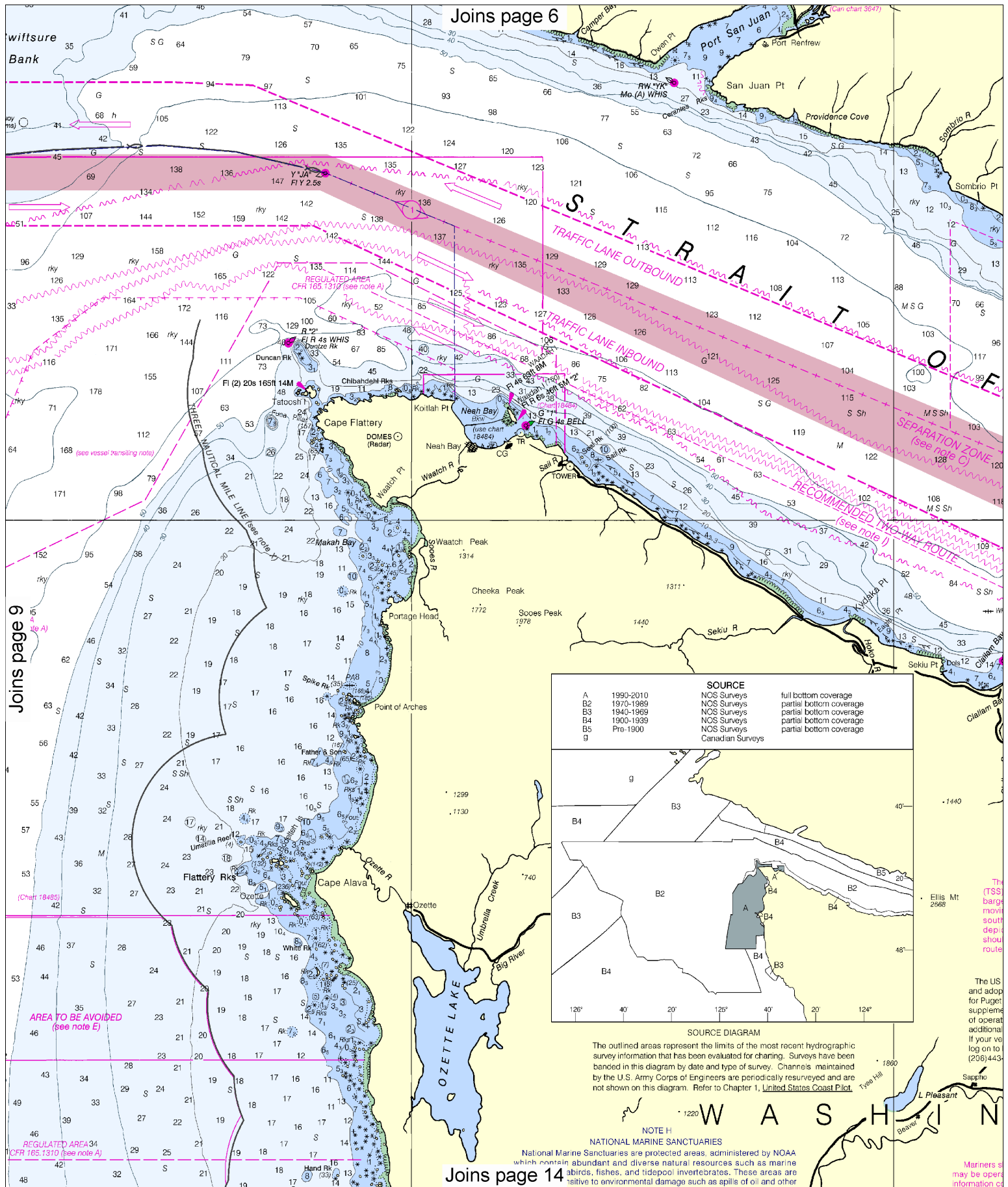




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Note: Chart grid lines are aligned with true north.





10

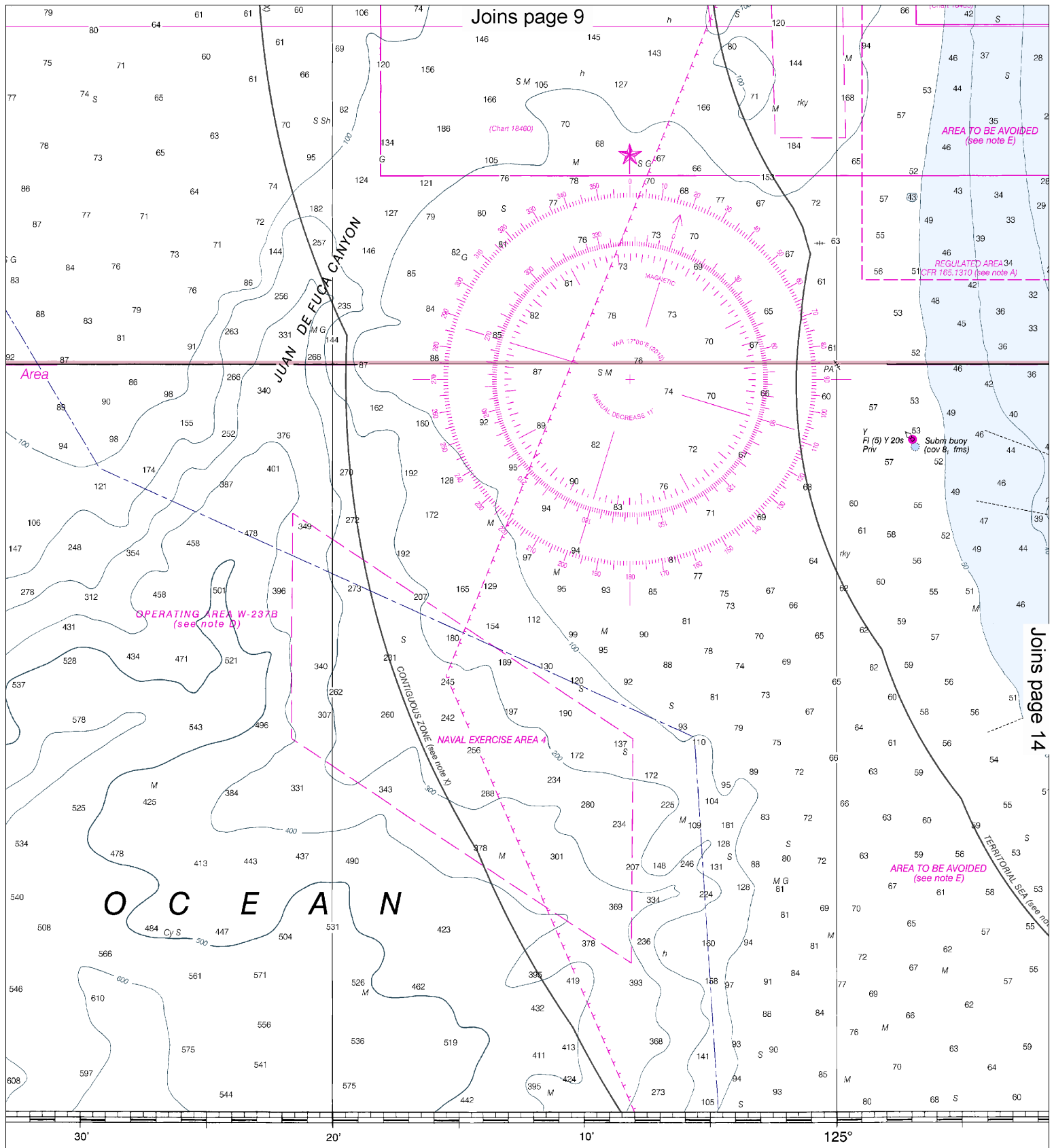
Note: Chart grid lines are aligned with true north.

The (TSS) barge moving south-shoal route

The US and adopt for Puget Sound additional If your vessel log on to (206)443

Mariners may be open information

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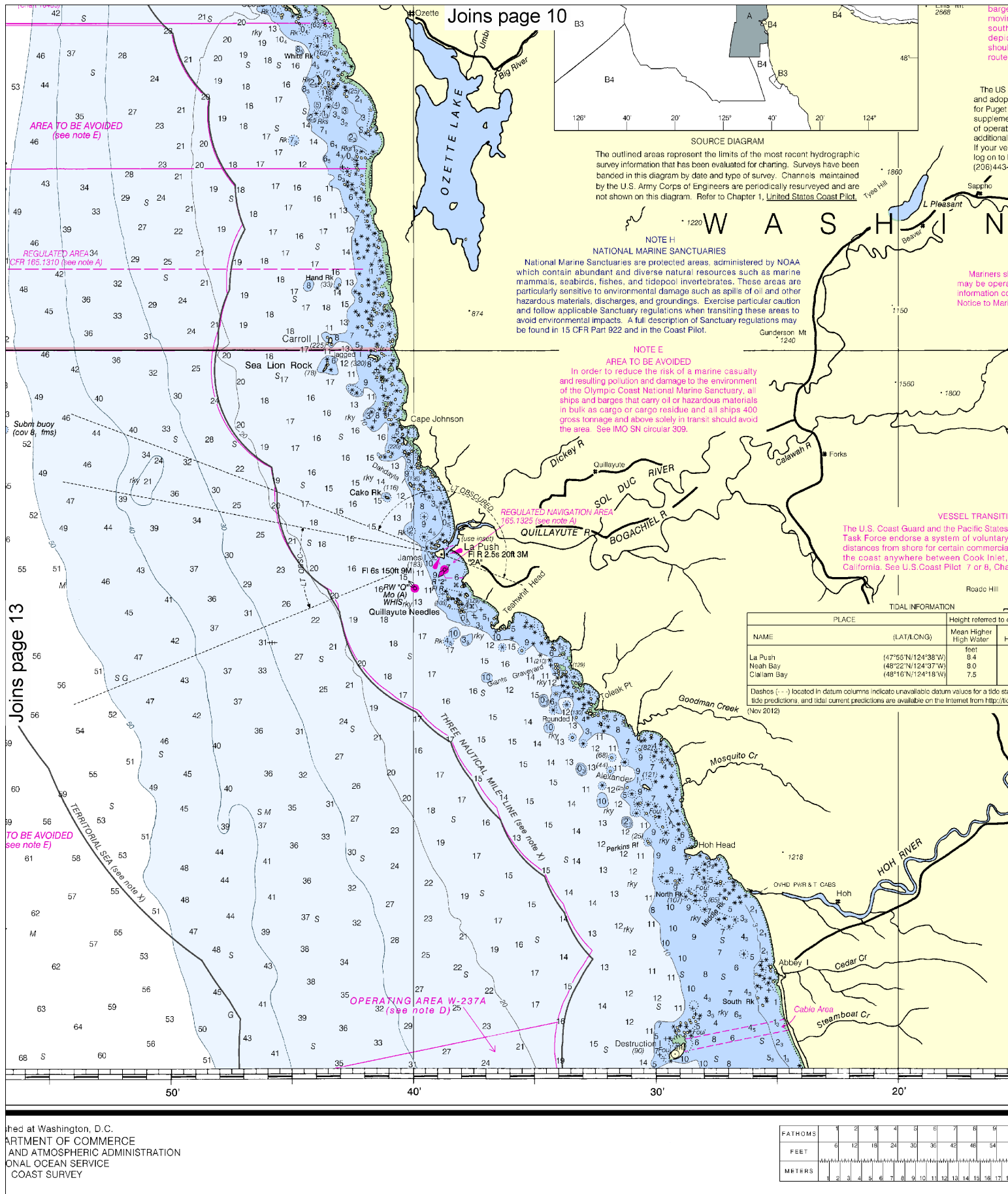
Joins page 9

Joins page 14

THOMS
(HOMS)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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NATIONAL OCEANIC AND ATMOSPHERIC ADMIN
NATIONAL OCEAN SERVICE
COAST SURVEY



ge traffic and fishing vessels pass starboard to starboard. Slower moving traffic transiting eastbound should follow the route established south of the TSS and north of the recommended two-way route line depicted on the chart. Slower moving traffic transiting westbound should follow the route established south of the recommended two-way route line.

PUGET SOUND HARBOR SAFETY PLAN
The U.S. Coast Guard and the Puget Sound Harbor Safety Committee have developed a Harbor Safety Plan that formally established a set of Standards of Care for Puget Sound and surrounding waters. These Standards of Care are intended to complement existing regulations by documenting good marine practices for a variety of situations including tug escorts, pilotage, anchoring, lightering, and provides additional information on required charts, Aids to Navigation and Emergency Response. If your vessel does not already have a copy of the Puget Sound Harbor Safety Plan, you may obtain a copy at <http://www.marexps.com> or contact the Seattle Marine Exchange at 206-338-3630.

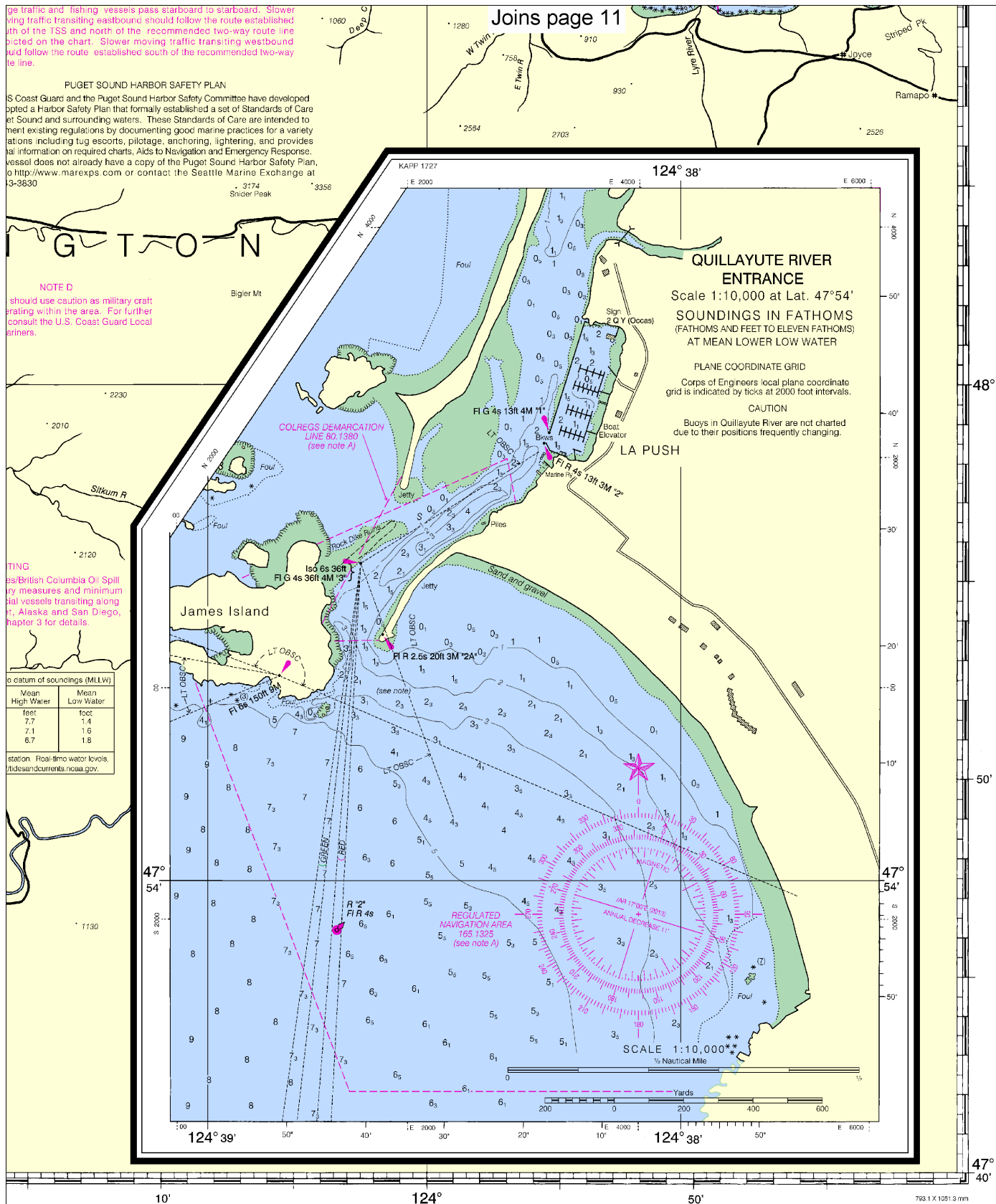
NOTE D
Vessels should use caution as military craft are operating within the area. For further information consult the U.S. Coast Guard Local Notices to Mariners.

NOTES
1. British Columbia Oil Spill Contingency Plan measures and minimum requirements for vessels transiting along the coast of Alaska and San Diego, Chapter 3 for details.

Conversion of soundings (MLLW)

Mean High Water	Mean Low Water
feet	feet
7.7	1.4
7.1	1.6
6.7	1.8

Station: Real-time water levels: tidesandcurrents.noaa.gov



10	11	12	13	14	15	16	17
60	66	72	78	84	90	96	102
118	124	130	136	142	148	154	160

Approaches to Strait of Juan de Fuca
SOUNDINGS IN FATHOMS - SCALE 1:176,253

18480



NSN 7642014011492
NGA REFERENCE NO. 1848018480



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker